

DOCKET NO. SA-228

EXHIBIT NO. 16C

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ATTACHMENT 17 TO THE SURVIVAL FACTORS/AIRPORT AND EMERGENCY
RESPONSE GROUP CHAIRMAN'S FACTUAL REPORT

by

Courtney H Liedler

UPS 1307
Philadelphia, PA
February 7, 2006
DCA06MA022

**National Transportation Safety Board
Washington, DC**

Attachment 17

Written Statements from UPS and Off-Airport Fire Departments Regarding Hazmat
Information

6 pages

Memo

To: Tom Green
From: Lou Lombardi
Date: 2/13/2006
Re: Flight UPS1307 Incident
Cc: Russ McPaul

The information below is my involvement of what occurred on Wednesday February 8, 2006 to flight UPS1307. I will state that I do not have exact times or names of all the individuals I spoke to that morning.

At approximately 00:07 I was notified by Air Service Center Supervisor Rick Hess that we (UPS) just had an aircraft land that was on fire and someone was needed to tow the aircraft onto our property. I immediately went on the ramp and started the pushback to prepare to tow the aircraft. A call over the radio stated that a prediction of what was on the aircraft was needed out on the runway. Ramp Manager Ron Arthur met me at the pushback and drove me to taxiway Uniform where Ramp Supervisor Marc Garafolo met me and gave me the prediction for UPS1307. I called for an escort from airport operations so I can bring out the prediction to the aircraft. At approximately 00:14 airport operations arrived at taxiway Uniform and drove me out to the aircraft.

I arrived at N748UP between 00:15 and 00:20. I was immediately asked by a firefighter with a white firefighter helmet (I was told that he was the Hazardous Materials Chief) what hazardous materials were on board the aircraft. I told him, "the hazardous materials are located in position fourteen and three. I only can give you the positions of the hazardous materials, the only way I can tell you what is on board is from the NOTOC." He asked me, where is the NOTOC located? I told him, "it would be in one of two areas of the cockpit, either in the pocket behind the captain's seat or in a pouch on the wall before you enter the cockpit."

At approximately 00:25, two firefighters prepared to enter the aircraft using a ladder over the emergency slide. One firefighter held the ladder while the other climbed into the aircraft. Four items were thrown from the aircraft, they were, one small yellow pouch, two bags of luggage and the NOTOC.

After about five to ten minutes searching for the NOTOC, I personally retrieved the NOTOC as it fell to the ground. This would have been approximately 00:35. At this time, I opened the NOTOC that contained four pouch placards. Two were for hazardous materials and two were for dry ice. I pulled out the two pouch placards that contained the hazardous materials. Between the times of 00:35 and 00:40 I was explaining to the firefighter in the white helmet what two hazardous materials were on board the aircraft. He asked me, what is an ORM-D? I explained to him, "it is a consumer commodity such as nail polish remover or perfume." He then asked me about the other two pouch placards. I told him, "these are notifications of dry ice to the captain." He said that he was not concerned with the dry ice. At that point, this gentleman took the two pouch placards that contained the shipping papers from me. I did keep the NOTOC and the other two pouch placards for the dry ice.

Later in the morning, I can not remember the time, I received a phone call from Regina in Contingency. She told me that she gave my cell phone number to a Ray Pascucci who was another firefighter not on the scene. He was located on Hog Island Road. I also got his cell phone number which is 215-686-1340. He also asked me what hazardous materials were on the aircraft. I told him based off memory, there was a class 3, UN1110 in position three and an ORM-D in position fourteen.

At some point during the event, a third firefighter asked for the hazardous materials paperwork. I do not remember the time. This person was LT. Steven Lopresti who was from the Hazardous Materials Administrative Unit / Compliance and Training Specialist from the City of Philadelphia Fire Department. I told him that there was a class 3, UN1110 and an ORM-D and I did not have the shipping papers, I gave them to another firefighter (the one in the white helmet). LT. Lopresti then asked me how the class 3 was packaged. I stated, "the only way I can tell is by the packing group on the shipping paper." He asked if I knew who the firefighter was that had the shipping papers, I told him I did not remember who the person was, but I can point him out. At this point we looked and found the person that had the shipping papers. LT. Lopresti spoke to the individual, I did not hear the conversation. When he returned we proceeded behind the aircraft to a fire truck where the shipping papers were located. LT. Lopresti spoke to a firefighter in the passenger seat of the fire truck and that individual handed over the shipping papers that were on a clipboard. I looked at the shipping paper for the class 3 and told LT. Lopresti that the packaging was a Packing Group III. The person in the fire truck also handed to LT. Lopresti what appeared to be an Emergency Response Guide Book opened to the page to respond to the hazardous material. At this point, LT. Lopresti told me that he will be holding the shipping papers from this point on. I asked him if I can have the shipping papers back, knowing that they will be needed in the future. He gave me his business card and told me that I would be able to have them back in a day or two, just give him a call. I thanked him and proceeded back to the UPS vehicle that was at the scene.

During the course of this event, I was involved in other matters as well. I was asked to get equipment (Deck Loader, Cargo Tractors, and Dollies) to remove ULD's from the aircraft. I was also asked about removing fuel from the aircraft. Both did not transpire.

The above information is to the best of my knowledge of the event of flight UPS1307 on Wednesday morning, February 8, 2006.

[Redacted Signature]

Louis Lombardi

2/13/06

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 Christopher M Willing
 PFD FF Engine 69
 Philadelphia PA 19148
 February 14, 2006

Captain Joseph Lynch
 Training Officer
 Philadelphia International Airport

Dear Sir

On February 08, 2006, as a member of Engine 69 Platoon B, I responded along with my platoon
 to PIA for a UPS aircraft that was forced to land due to smoke and fire onboard. FF Joseph Zimmerman
 was the acting officer that evening. We were ordered to standby and just assist Engine 78 in whatever
 they might need done. We laddered the cockpit door entrance in case a hose line was needed in that area
 and we stood by. A FF from E 78 made an attempt to find the hazardous cargo paperwork in the cockpit

Christopher M Willing
Engine 69 Platoon B

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From: <Bernard.Cowden [REDACTED]>

To: <Joseph.Lynch [REDACTED]>

Date: 2/13/2006 5:10:36 PM

Subject: Box 6355 - PIA - 02/08/06 - 0002 Hrs. Joe, Battalion 01 was dispatched as 2nd in B.C. on Box 6355, PIA, at 0002 Hrs. Deputy One was notified in route by E78 that HazMats were aboard and at this time the HazMat unit was dispatched at 0008 Hrs. Upon my arrival I was escorted by airport police in convoy to the aircraft on fire. D.C. McCrory instructed me to handle Haz Mat operations, obtain the cargo manifest indicating the Haz Mats on board. Due to conditions in the cockpit, heavy smoke, low visibility approximately 15 to 20 mins. past before the papers were retrieved. At the same time I spoke to a representative of UPS (name unknown) and requested a copy of the manifest, as we were having trouble locating same in the cockpit. He made a cell phone call to retrieve a copy of the manifest which to my knowledge never materialized. I relayed the information of the Haz Mat way bills once obtained from the cockpit to the Haz Mat unit for research on best course of action handling same. Once the Haz Mat unit relayed to me what are concerns should be I then informed D.C. McCrory the location of the Haz Mat in the cargo hold and suggested tactics in handling same. I can only approximate the time span from the time I received the manifest papers, researched the material and conferred with D.C. McCrory of actions to take.(45mins. to 1 hour.)

From: <[REDACTED]>
To: <[REDACTED]>
Date: 2/13/2006 4:47:02 PM
Subject: Hazmat 1- Your request for information.

CPT Lynch;

As per your request, here is my recollection of events related to information about the UPS plane fire.

We were dispatched at 0008hrs at the request of DC McCrory because of the initial report of Hazmats onboard the UPS flight. Upon our arrival to Gate 78, we were immediately escorted to the incident scene by airport personnel. Though I don't have specifics in regard to time, my recollection is that I was given the information on the small amount of a flammable liquid, (n-Amyl Methyl Ketone), in a relatively short period of time after our arrival at the scene. (I would say within 1/2 hour, using approx. 0045hrs as a fair estimation of the time.) The information was personally handed to me by BC Cowden at the scene. I immediately turned it over to one of our members and requested MSDS information on the particular chemical. (I am unable to retrieve any computer/printer history to more exactly pinpoint the exact time frame of these events.) After retrieving the information re: the chemical, I reported it via portable radio to BC Cowden. At this time no further handling of the paperwork was done until much later when HMAU-LT LoPresti requested to see any information re: the chemical. Though by no means accurate, I'd estimate it to be approx. 0230hrs or so until I physically handed the UPS paperwork and our information on the chemical to LT LoPresti.

LT LoPresti asked if he could keep the paperwork and I approved. That was the last time I physically dealt with any paperwork re: the shipment of the chemical.

I'm sorry to not be able to give you more accurate times but I hope what information I do recall is helpful to the investigation.

LT Eric Snyder
Hazmat 1/ B-Plt.

CC: <[REDACTED]>